

**MEADOWLANDS TRANSPORTATION PLANNING BOARD MEETING**  
**AGENDA**

DATE: May 31, 2007  
TIME: 10:00 a.m.  
PLACE: 2 DeKorte Park Plaza, Lyndhurst, New Jersey  
RE: SCHEDULED MEETING

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1. Pledge of Allegiance
2. Sunshine Law Statement
3. Roll Call
4. REVIEW OF MINUTES – March 8, 2007 Pg. 1  
April 26, 2007 Pg. 2
5. SPECIAL PRESENTATIONS:
  - Overview of the Draft Meadowlands District Transportation Plan  
Fee Assessment Framework Pg. 3
  - Distribution of the complete Draft Meadowlands District  
Transportation Plan Pg. 4
  - Distribution of the Meadowlands Transportation Plan Advisory  
Committee comments from the May 24, 2007 meeting Pg. 5
6. MOTIONS and RESOLUTIONS:
  - Resolution No. 07-02 Consideration of a Resolution to proceed  
with a Public Hearing on the Draft Plan Pg. 6
7. REPORTS
8. NEW BUSINESS
9. PUBLIC PARTICIPATION
10. CLOSED SESSION

**PLEASE CONTACT THE NJMC OFFICE (201-460-1700) PRIOR TO THE  
MEETING IF SPECIAL REQUIREMENTS ARE NEEDED UNDER ADA**

MEADOWLANDS TRANSPORTATION PLANNING BOARD (MTPB)

DATE: March 8, 2007  
TIME: 10:00 a.m.  
PLACE: Two DeKorte Park Plaza, Lyndhurst, NJ  
RE: MEETING MINUTES

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BOARD MEMBERS PRESENT: James Lewis, NJDOT  
Mayor Dennis Elwell, HMMC  
James Kirkos, MRCC  
Mark Longo, Public Member  
Robert R. Ceberio, Secretary

STAFF PRESENT: Sara Sundell, NJMC  
Irfan Bora, NJMC  
David Liebgold, NJMC  
Shawn Alsop, NJMC  
Michael Tumbarello, NJMC  
Cheryl Rezendes, NJMC  
James Hess, DMJM Harris  
Christine Piatek, DAG

1. Pledge of Allegiance
2. Secretary Ceberio read the Notice of Meeting required under the Sunshine Law.
3. Roll Call
4. SPECIAL PRESENTATION:  
David Liebgold, NJMC, provided an overview of the Plan adoption timeline.  
James Hess, DMJM Harris, provided members and staff with a presentation on the Draft Transportation Plan.
5. MOTIONS and RESOLUTIONS:  
The Board adopted the New Jersey State Uniform Code of Ethics by vote of all members present, with one abstention.
6. OPEN DISCUSSION
7. Next Meeting date has not been determined.  
Meeting adjourned.

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ROBERT R. CEBERIO, SECRETARY

MEADOWLANDS TRANSPORTATION PLANNING BOARD (MTPB)

DATE: April 26, 2007  
TIME: 10:00 a.m.  
PLACE: Two DeKorte Park Plaza, Lyndhurst, NJ  
RE: MEETING MINUTES

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BOARD MEMBERS PRESENT: Commissioner Leonard R. Kaiser  
James Lewis, NJDOT  
Mayor Frederick Dressel, HMMC  
James Kirkos, MRCC  
Krishna Murthy, Meadowlink  
Robert R. Ceberio, Secretary

STAFF PRESENT: Sara Sundell, NJMC  
Irfan Bora, NJMC  
David Liebgold, NJMC  
Shawn Alsop, NJMC  
Michael Tumbarello, NJMC  
Cheryl Rezendes, NJMC  
James Hess, DMJM Harris  
William Beetle, DMJM Harris

1. Secretary Ceberio read the Notice of Meeting required under the Sunshine Law.
2. Pledge of Allegiance
3. Roll Call
4. SPECIAL PRESENTATION:  
James Hess, DMJM Harris, and William Beetle, DMJM Harris provided members and staff with a presentation on the overall progress of the Draft Transportation Plan.
5. OPEN DISCUSSION  
Meeting adjourned.

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ROBERT R. CEBERIO, SECRETARY

MEADOWLANDS TRANSPORTATION PLAN ADVISORY COMMITTEE (MTPAC)

DATE: May 24, 2007  
TIME: 10:00 a.m.  
PLACE: Two DeKorte Park Plaza, Lyndhurst, NJ  
RE: Fee Assessment Framework Comment Summary

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**Mary Ameen, NJTPA:** What point does the fee get assessed?

**Response:** The fee is assessed during the Zoning Certificate process, as a lump sum or over 20 years.

**Larry Frenkel, Atlantic Realty:** I noted that there are only 2,400 residential units of full build-out for the project in the year 2030.

**Response:** A majority of the residential units within the plan are exempt due to having a Zoning Certificate or Developers Agreement.

**Larry Frenkel, Atlantic Realty:** Is the ITE trip generation for warehouses done at peak periods of warehouse travel or peak adjacent street traffic.

**Response:** The peak period of adjacent street traffic is used within the plan and calculations.

**Larry Frenkel, Atlantic Realty:** If a warehouse has the bulk of its activity in the afternoon, it doesn't get charged for peak hour impacts?

**Response:** The peak period of adjacent street traffic has the greatest burden on the transportation system. No additional infrastructure is required for any demand below the peak period of travel.

**Larry Frenkel, Atlantic Realty:** How are the credits determined?

**Response:** Some of the credits were detailed in the HMTPD Act. Others were created in coordination with DMJM Harris. The credits were designed to reduce the impact of new developments on the transportation system.

**Larry Frenkel, Atlantic Realty:** The Transit Oriented Development credit is 15%, while the Fraternity Meadows Development has been utilizing a 30% reduction in traffic for its Traffic Impact Study.

**Response:** A greater reduction in traffic may be seen by a specific development, however, the District Transportation Plan includes the costs of shuttles to transport riders to the stations and this cost needs to be covered by the impact fee.

**Mary Murphy, NJ Turnpike:** What was the rationale behind selecting vehicle miles of travel over trips for the fee assessment?

**Response:** Not all trip types are the same length. Some convenience trips can be one mile, while work trips can be upwards of ten miles. The longer the trip, the larger the impact on the transportation system.

**Mary Murphy, NJ Turnpike:** Why were the national trip types localized?

**Response:** Trips to, from, and around the Meadowlands District are shorter than the national norms. This is expected due to the density of population and economic activity. It also allows for an accurate perception of the allocation of the fee.

**Mary Murphy, NJ Turnpike:** It seems like a very complicating piece to add in. It is also very subjective in terms of just being able to rest on ITE.

**Response:** The whole process of coming up with the factors is definitely complicated, but would not need to be replicated by the developers. They would merely need to apply the factors in the formula.

**Mary Murphy, NJ Turnpike:** It just seems easy to dispute it.

**Response:** The localization of the factors is important to give an accurate representation of the length of the trips in the Meadowlands. The use of VMT factors versus trip generation is important to account for an accurate representation of the impact of various types of trips on the transportation system.

**Kris Kalfas, Hartz Mountain:** In the di minimus exemptions. Is it correct that an interior alteration with no increase in building size, strictly changing uses, will be exempt?

**Response:** If the interior alteration did not change the use, then it would be. If you the use was changed then you may have an increase in trips and it would not be considered a di minimus exemption.

**Kris Kalfas, Hartz Mountain:** Would that include a 5,000 square foot alteration of warehouse to office?

**Response:** Correct

**Kris Kalfas, Hartz Mountain:** Every alteration involving change in use, no matter how small, will have an impact on fee?

**Response:** Correct. We will be sure to make it clear in the resolution and subsequent regulations.

**Kris Kalfas, Hartz Mountain:** Is the impact fee payable at time of Zoning Certificate?

**Response:** Yes.

**Kris Kalfas, Hartz Mountain:** Should we want to appeal that fee it's important that the decision does not impact the continuing review of an application.

**Response:** We come up with a process in the resolution and subsequent regulations that will allow for ongoing review during an appeal. It will be clear in the resolution and subsequent regulations.

**John Lane, Hudson County:** Step five this was a calculation of peak hour VMT subject to fee. It seems that we could end up with an issue related to a lot of appeals. The existing warehousing in Hudson County, most of the truck trips out of the warehouse is at 7 o'clock. A future developer may say their trips are going to be following that pattern.

**Response:** A majority of peak hour warehouse trips are from employee traffic.

**John Lane, Hudson County:** We have found that the employees arrive prior to 7 o'clock.

**Response:** The industry standard is the ITE trip generation manual. The rates are based upon the peak periods of adjacent street travel. Additionally, they are based upon a significant number of studies.

# Memorandum



## New Jersey Meadowlands Commission

**To:** TPB Members and Robert R. Ceberio, Secretary  
**From:** David Liebgold, P.E.  
**Cc:**  
**Date:** May 31, 2007  
**Re:** Draft Meadowlands Transportation Plan Public Hearing

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The Hackensack Meadowlands Transportation Planning District Act was enacted by the Senate and General Assembly of the State of New Jersey on June 24, 2005. The Act requires that the Meadowlands Transportation Planning Board hold a public hearing on the draft District Transportation Plan.

The NJMC staff requests authorization to proceed with planning three public hearings for the draft District Transportation Plan to be held on July 12, 2007 at 10 a.m., 2 p.m., and 7 p.m.

**RESOLUTION TO PROCEED WITH A PUBLIC HEARING ON THE  
DRAFT DISTRICT TRANSPORTATION PLAN**

**WHEREAS**, the Hackensack Meadowlands Transportation Planning District Act was enacted by the Senate and General Assembly of the State of New Jersey on June 24, 2005; and

**WHEREAS**, the Act requires that the Meadowlands Transportation Planning Board hold a public hearing on the draft District Transportation Plan; and

**NOW, THEREFORE, BE IT RESOLVED**, that the NJMC staff is hereby authorized to proceed with three public hearings for the draft District Transportation Plan to be held on July 12, 2007 at 10 a.m., 2 p.m., and 7 p.m.

The foregoing Resolution was adopted by Board vote.

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Chairman

I hereby certify the foregoing to be a true copy of the Resolution adopted by the Meadowlands Transportation Planning Board at its meeting of May 31, 2007.

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Robert R. Ceberio  
Secretary

Resolution No. 07-02